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11711 West 53rd Street, Shawnee, Kansas 66203
913-268-9051

For any and all ATC-610 users . . .

DIAL/APPROACH PROGRAMMING COMPUTER FOR ATC-610s

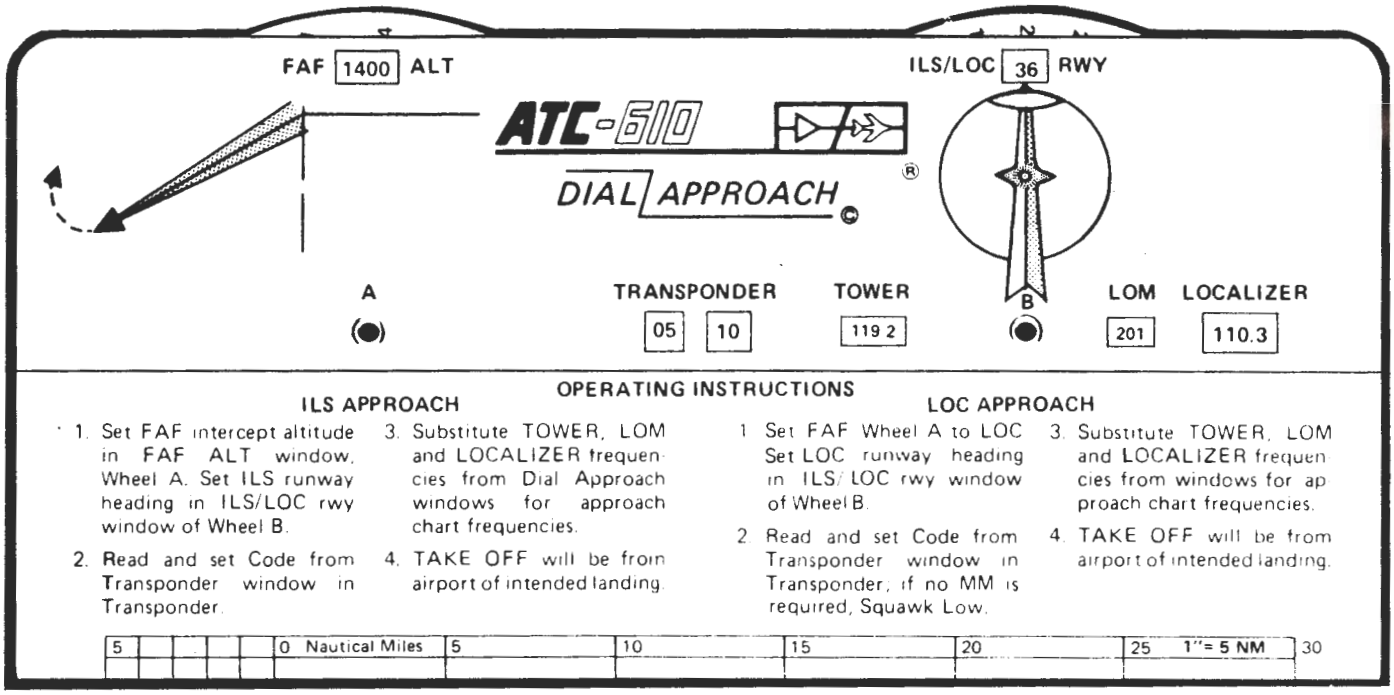
THE WORLD'S BEST PILOTS FLY ATC

ATC's new DIAL/APPROACH provides the simulator pilot with the quick way to set up most ADF, ILS and BC Localizer approaches. This easy-to-use "computer" lets you practice all types of set-ups --- ILS, LOC, NDB, LOC Back Course --- on the fly.

For Takeoff . . . Enter the Runway Heading and Outer Marker Intercept Altitude

Readout from the appropriate DIAL/APPROACH windows:

- o Transponder Code
- o Tower (COM) Frequency
- o LOM ADF Frequency
- o Localizer (NAV) Frequency

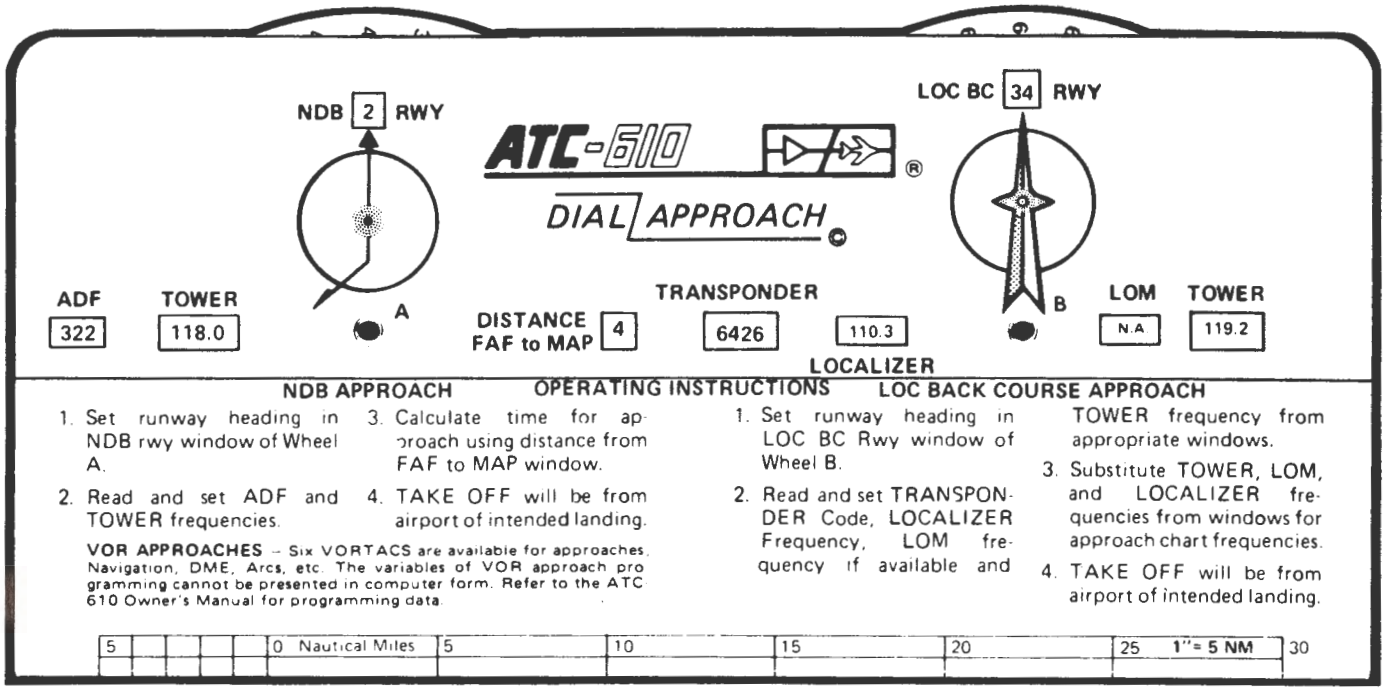


After completing the take-off check list and substituting the above on your approach chart, you depart the airport and fly out to shoot an approach. Navigate to the OM by either flying the Front Course or tracking the ADF to the LOM, and shoot an ILS approach.

(over)

NDB approaches are set up in the same manner. Enter the Runway heading and readout:

- o NDB Frequency
- o Tower (COM) Frequency
- o Distance from FAF (the NDB) to the MAP (Missed Approach Point)



Takeoff is from the airport of intended landing and the pilot must navigate to the NDB. A procedure turn is executed and time measured from the FAF to the MAP.

The Localizer Back Course is determined by entering the Runway Heading and reading:

- o Transponder Code
- o Localizer (NAV) Frequency
- o Tower (COM) Frequency
- o NDB for use as a FAF (if available)

As in the other approaches, takeoff will be from the airport of intended landing. After completing the Takeoff Check List and takeoff the pilot must navigate to the final approach fix by ADF or tracking outbound on the Back Course Localizer.

Your ATC-610 DIAL/APPROACH unit also has a convenient distance scale for use with standard ATC charts which are measured at 1" = 5NM.

DIAL/APPROACH is available from your ATC Distributor/Dealer at just $11.95 each.